

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 NEA-10 IO-14 ISO-00 CAB-05 CIAE-00
COME-00 DODE-00 DOTE-00 INR-10 NSAE-00 L-03 /063 W
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P R 140400Z SEP 78
FM AMEMBASSY MUSCAT
TO SECSTATE WASHDC PRIORITY 4658
FAA WASHDC PRIORITY
INFO AMEMBASSY BRUSSELS
AMEMBASSY ROME

UNCLAS MUSCAT 1249

FAA FOR AIA-230; BRUSSELS FOR FAA; ROME FOR RCAA AND FAA

E.O. 11652 /A
TAGS: XX, EAIR, MU
SUBJECT: FATAL CRASH OF DC-6, REGISTRATION N122A

1. WE TRANSMIT BELOW A REPORT ON PROBLEMS ARISING FROM
THE SUBJECT CRASH, BASED ON THE FINDINGS AS OF SEPT.
11 BY A MEMBER OF THE FAA/CAAG TEAM IN OMAN. WE
SUBMIT THIS REPORT FOR WHATEVER ACTION ADDRESSEES
MAY DEEM APPROPRIATE. WE ARE INITIATING ACTIONS
AS POSSIBLE HERE. THIS IS A JOINT EMBASSY AND FAA/
CAAG MESSAGE.

2. BEGIN REPORT. MR. DANIEL JENKINS, PERSONNEL
LICENSING AND FLIGHT OPERATIONS SPECIALIST ASSIGNED
TO FAA/CAAG IN OMAN, WAS ON LEAVE AT THE TIME
OF THE DC-6 ACCIDENT ON AUGUST 27. UPON HIS
RETURN, E IMMEDIATELY WENT TO THE CRASH SITE FOR
A PRELIMINARY INVESTIGATION. THIS WAS 6 DAYS AFTER
THE ACCIDENT. THE MORNING FOLLOWING HIS ON-SITE
INSPECTION, HE ADVISED THE ACTING DGCA AND THE
ACCIDENT INVESTIGATION COMMITTEE CHAIRMAN OF THE
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COURSE OF ACTION THAT SHOULD BE FOLLOWED TO
ORGANIZE THE INVESTIGATION EFFECTIVELY. HIS ADVICE
WAS REJECTED, AND TO DATE NO POSITIVE ACTION HAS
BEEN TAKEN.

3. MR. JENKINS VIEWS THE LACK OF ACTION AS A
DISREGARD FOR THE SAFETY OF THE AVIATION COMMUNITY

AS WELL AS THE PRINCIPLES LAID DOWN BY ICAO AND THE OAN CIVIL AVIATION LAW.

4. CONTRARY TO MR. JENKINS ADVICE, NO ACTION HAS BEEN FORMULATED TO:

(A) ORGANIZE THE INVESTIGATION.

(B) PROVIDE SECURITY OF THE WRECKAGE.

(C) TAKE POSITIVE AND COMPLETE ACTION REGARDING THE PERSONAL EFFECTS OF ANY OF THE DECEASED.

(D) ASSEMBLE DATA RELATIVE TO COMPANY OPERATIONS, OPERATIONS MANUAL, HISTORY OF FLIGHT, AIRCRAFT DOCUMENTS, CREW HISTORY AND QUALIFICATIONS, ETC.

(E) DETERMINE THE MODE, SEQUENCE AND NATURE OF FAILURES.

(F) PLOT WRECKAGE DISTRIBUTION OR PROVIDE CHARTS OF THE ACCIDENT SITE.

(G) DETERMINE AIRCRAFT CONFIGURATION, ATTITUDE AND VELOCITY AT IMPACT.
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(H) DETERMINE POWERPLANT FAILURES OR MALFUNCTIONS, IF ANY.

(I) FORMALLY INTERVIEW WITNESSES OR OTHERWISE GATHER INFORMATION.

5. THE RECOVERY OF THE REMAINS AND SUBSEQUENT DISPOSITION WAS ALSO ACCOMPLISHED IN AN UNSATISFACTORY MANNER. MR. JENKINS BELIEVES THAT POSITIVE IDENTIFICATION COULD HAVE BEEN MADE OF AT LEAST ONE OF THE BODIES. ADDITIONALLY, VALUABLE INFORMATION MAY HAVE BEEN OBTAINED ABOUT THE ACCIDENT THROUGH THE PROPER USE OF AUTOPSY PROCEDURES.

6. TO DATE, NO FORMAL OR INFORMAL WRITTEN REPORTS HAVE BEEN MADE BY THE DGCA OR ACCIDENT COMMITTEE OF THEIR ACTIONS. THIS ALONE LEAVES THE INDIVIDUAL BOARD MEMBERS AT ODDS WITH EACH OTHER ON EXACTLY WHAT THEY HAVE HEARD AND SEEN.

7. INITIAL NOTIFICATION PROCEDURES AS OUTLINED IN

ANNEX 13 OF ICAO WERE NOT FOLLOWED. MR.
JENKINS IS CURRENTLY ATTEMPTING TO HAVE THE DGCA
ISSUE NOTIFICATIONS AS REQUED BY ANNEX 13 TO
THE CORRECT INDIVIDUALS AND STATES.

8. MR. JENKINS HAS ADVISED THE CHAIRMAN
OF THE ACCIDENT INVESTIGATION COMMITTEE OF THE
SERIOUS IMPLICATIONS THAT MAY BE DEVELOPING DUE
TO THE LACK OF CONCERN FOR THIS ACCIDENT. HE HAS
ALSO POINTED OUT THAT ANNEX 13 OF ICAO AND THE
CONVENTION OF INTERNATIONAL CIVIL AVIATION, PART I,
CHAPTER IV, ARTICLE 26 CLEARLY ESTABLISH THE
RESPONSIBILITY OF THE STATE IN WHICH THE ACCIDENT
TAKES PLACE AND PROPER NOTIFICATION PROCEDURES.
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END REPORT.
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Disposition Reason:
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